

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A driveline for a vehicle incorporating a through-drive axle unit which is a close-coupled assembly comprising:

a housing,

a torque transfer mechanism with an associated first differential unit of the through-drive axle unit mounted within the housing,

said first differential unit of the through-drive axle unit having an input which projects outwardly of the housing for connection to a drive means,

said first differential unit of the through-drive axle unit having a first output and a second output,

said first output being driveably connected to an output shaft which projects outwardly of the housing for onward drive transmission,

said second output being driveably connected through an input pinion to an axle differential unit within the housing,

said output shaft and said input pinion being on substantially the same rotational axis.

2. (Currently Amended) [[A]] The vehicle driveline as claimed in claim 1, wherein the driveline incorporates an integrated transfer box and through-drive axle unit which is a close-coupled assembly including two torque transfer mechanisms with two associated differential units and an axle differential unit which are driveably interconnected.

3. (Currently Amended) [[A]] The vehicle driveline as claimed in claim 2, wherein said integrated transfer box and through-drive axle unit includes:

a drive input shaft,

the drive input shaft being driveably connected to [[a]] the first differential unit of the integrated transfer box and through drive axle unit,

the first differential unit of the integrated transfer box and through-drive axle unit having a first output and a second output,

the first output being driveably connected to a first output shaft for onward drive transmission,

the second output being driveably connected to a second differential unit having a first output and a second output,

the second differential unit first output being driveably connected to a second output shaft for onward drive transmission,

the second differential unit second output being driveably connected to an axle differential unit having first and second drive outputs for connection to wheels of a vehicle.

4. (Currently Amended) [[A]] The vehicle driveline as claimed in claim 3, wherein the first output of the second differential unit is on substantially the same rotational axis as an input pinion to the axle differential unit.

5. (Currently Amended) [[A]] The vehicle driveline as claimed in claim 3, wherein the second output of the first differential unit is driveably connected to the second differential unit through a parallel axis gear pair.

6. (Currently Amended) [[A]] The vehicle driveline as claimed in claim 2, wherein said integrated transfer box and through-drive axle assembly includes first and second torque transfer mechanisms with their two associated differential units and an axle differential unit and is associated with a second axle from the front of the vehicle and takes its drive input from the vehicle engine via a main change-speed gear box and a drop-box, and has a first output from the first torque transfer mechanism towards the rear of the vehicle which drives the rear two axles through a through-drive axle unit located at a third axle from the front of the vehicle, and has a second output from the first torque transfer mechanism towards the front of the vehicle which drives the two front axles through a second torque transfer mechanism which has one output close-coupled with an axle differential unit of the second axle and a second output towards the front of the vehicle connected to a propeller shaft which drives an input shaft of a front axle differential.

7. (Currently Amended) A vehicle driveline ~~through-drive~~ through-drive axle unit, including:

a housing,

a drive input shaft mounted within the housing and projecting outwardly of the housing
for connection to a drive means,

the drive input shaft being driveably connected to a first differential unit of the through-
drive axle unit mounted within the housing,

the first differential unit of the through-drive axle unit having a first output and a second
output,

the first output being driveably connected to an output shaft which projects outwardly of
the housing for onward drive transmission,

the second output being driveably connected through an input pinion to an axle
differential unit within the housing having first and second drive outputs which project
outwardly of the housing for connection to wheels of a vehicle,

the output shaft for onward drive transmission being on substantially the same rotational
axis as the input pinion to the axle differential unit.

8. (Currently Amended) An integrated transfer box and through-drive unit for a
vehicle driveline, including:

a casing,

a drive input shaft mounted within the casing and projecting outwardly of the casing for
connection to a drive means,

the drive input shaft being driveably connected to a first differential unit of the integrated transfer box and through-drive unit,

the first differential unit of the integrated transfer box and through-drive unit having a first output and a second output,

the first output being driveably connected to a first output shaft which projects outwardly of the casing for onward drive transmission,

the second output being driveably connected to a second differential unit mounted within the casing having a first output and a second output,

the second differential unit first output being driveably connected to a second output shaft which projects outwardly of the casing for onward drive transmission,

the second differential unit second output being driveably connected to an axle differential unit mounted within the casing and having first and second drive outputs which project outwardly of the casing for connection to wheels of a vehicle.

9. (Currently Amended) ~~[[An]]~~ The integrated transfer box and through-drive unit for a vehicle driveline as claimed in claim 8, wherein the first output of the second ~~differentia~~ differential unit is on substantially the same rotational axis as an input pinion to the axle differential unit.

10. (Currently Amended) ~~[[An]]~~ The integrated transfer box and through-drive unit for a vehicle driveline as claimed in claim 8, wherein the second output of the first differential unit is driveably connected to the second differential unit through a parallel axis gear pair.